

Continued from Page 19

Freezer may sail again

BRITISH United Trawlers at Grimsby is hoping to sail its freezer trawler *Ross Implacable* later this month after a long spell out of fishing.

The 1,042-ton vessel was grounded as a replacement for dogged by mechanical problems all last year, but these have now been rectified. With *Ross Implacable* back at sea, BUT would have its entire six-strong fleet of Grimsby-based freezer trawlers operational. These include *Goth*, presently working the south-west mackerel

HULL SKIPPERS IN PAY-OUT CLAIM

HULL SKIPPERS are pressing for compensation because of lost fishing opportunities. They will also be stressing the vital need for reciprocal fishing rights with third nations at a meeting with two local MPs — Patrick Wall and James Johnson — on Saturday.

"Already the laying up of 20 distant water ships has thrown about 500 men out of ongoing employment, apart from the serious effects it has

had on many enterprises ashore," according to Hull Trawler Officers' Guild chief, Tom Neilson.

"One crisis has followed another in quick succession in our own industry and these have certainly taken a very heavy toll.

"For example, the membership of our guild, which was in the region of 320 before the steep rise in oil prices in 1975, is now down to between 130 and 140.

"Amid our frustration and worries, we have struggled on hopeful of better times ahead but, unfortunately, the horizon is still clouded with too many uncertainties for our anxieties to be relieved.

"As the EEC now dictates our fishing policy, it is up to the Community to show a wider understanding of our troubles and take quicker action to solve them to our own satisfaction. Otherwise Britain must take independent action."

Members of our guild are

so perturbed, said Mr. Neilson, about the gravity of the present situation they are determined to spotlight it immediately at the highest possible level.

With this subject in view two local members of parliament — James Johnson, Labour chairman of the Commons all-party fisheries committee, and Patrick Wall, chairman of the Conservative fisheries committee — have accepted invitations to meet members of the guild on Saturday.

We want them to put our case for help to the appropriate ministry, added Mr. Neilson. Among the points which will be stressed is the vital necessity for reciprocal fishing arrangements with third nations and compensation through either EEC or government channels — for trawler officers now unemployed through no fault of their own.

"It also seems ludicrous to

us that our ships are mackerel for the Russians, our home waters, while we are not allowed to fish in the Barents Sea.

"Sneaky EEC negotiators with Russia and Norway as a must for Britain," said Neilson.

Long ban on Hull skipper

THE SKIPPER of an abandoned freezer trawler, *Charles*, has been barred from commanding any two insured by the Trawler Mutual Insurance Co. Ltd. for years.

This was the verdict of an inquiry by the insurance company on box 1,000,000 Hull trawler ground and late last year. Ronald Carter, first mate, was found to be guilty of taking water-keeping jobs for five years.

Skipper Thresh had appealed against the ban but the managing director of the insurance company emphasised that the ban applied to the position held at present, not to stop them taking positions.

On Wednesday night, committee found there was reason to alter the ban.

Herring veteran dies, 96

ONE OF the great men of the Scottish herring industry, Dr. Buchanan MBE of 80, Stroud, Peterhead, died at the age of 96.

Known as "Herring Dr. Buchanan started his seafaring career as a deckhand in sailboats and was not long before he became a skipper. His commands included *Shamrock*, *Nie* and *Heather*.

For many years he was a herring fisherman's representative and, in 1923, he was elected to 12 of Britain's herring skippers presented by the Duke of Windsor.

Mr. Buchanan was a skipper for 45 years and, after working for the Home Office, scientific research with the movement of herring, salmon and sea trout was awarded the MBE in 1961 for his services.

FISH FLOWS BACK TO THE HUMBER

GRIMSBY had its heaviest landings of the year last week with supplies of just on 20,000 kits.

These included a 1,484-kit turnout by the port's only wet fish stern trawler, *Boston Halifax*. Her 251,503 grossing was easily the best performance by a Grimsby trawler so far this year.

Boston Halifax (Skipper Ray Harries) lost five days' fishing in her 29-day trip to the Norway coast but still averaged £34.70 per kit from her big catch which included 880 kits of codstuffs, 230 of haddock, 155 of cod and 150 of reds.

The 128-footer headed a trip of distant water trips for owners, Boston Deep Sea Fisheries Ltd. And as Consolidated Fisheries' pair *Port Vale* and *Barnsley* also landed distant water trips during the week, there was a much wider selection of fish available than usual.

Barnsley (Skipper Pat Blaney) ended up with the second-best weekly grossing — £40,920 from 1,251 kits (over half codstuffs) after 24 days off the Norway coast.

She was ahead of sister ship, *Port Vale* (Skipper John J. Loades), with £38,883 from 1,139 kits after 29 days on the same grounds.

Completing the distant water picture was *Prince Philip* (Skipper Eddie Grant) on £34,880 from a 26-day trip, and *Boston Phantom* (Skipper William Barker) from 1,154 kits, mostly



Boston Halifax

with £24,823 from 676 kits after only 19 days. Both were again Norway coast trips.

All the top middle water trips were made by BUT and these included a really first-rate effort by *Ross Zebra* (Skipper Ronnie Reeves). After a 17-day trip largely on the North Sea grounds, she had 1,191 kits made up mostly of dogs, cod and haddock which grossed £31,431.

Ross Zebra spent part of the trip on the Westeries, otherwise this would have been a new port earnings record for a North Sea trip. BUT's *Ross Tiger* (Skipper Denis Avery) picked up the best Westery trip with a grossing of £26,773 from 955 kits after 16 days.

There was another big payout for *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson). They had a combined grossing of £31,587 from 1,154 kits, mostly

'Sandy' (Sanderson) hit an £8,021 jackpot with far and away the best local seining trip of the year after landing 218 kits of cod from an amazing seven-day North Seas trip! The daily average here of £1,174 will take some bettering.

Amongst the inshore landings, there was none better than the £13,800 grossing collected by skipper-owner Bob Mainprize's *Pathfinder* of Scarborough.

She turned out 368 kits of cod and codling for this tally and made a very big start for the new United Seiners agency on its first day of business at Grimsby.

Herring ban delay fury

LOWESTOFT and Yarmouth inshore fishermen are furious over a delay in exempting them from the North Sea herring fishing ban — a delay, they say, which could put many of them out of business.

Jack Beales, chairman of the Lowestoft Inshore Fishermen's Federation, and Percy Field, a drifter owner, were among those who met the Prime Minister and John Silkin recently to try and solve the problem.

After French fishermen were given an exemption from the herring restrictions there were 'glorified promises' that East Anglian boats would get the same treatment, said Mr. Field.

"These promises fell by the wayside. Now Mr. Silkin is to meet representatives of Britain's fishing industry to discuss measures to preserve fish stocks and the question of exemption will be raised once more.

Mr. Field is not pleased at the way things have gone. "We are absolutely furious," he said.

"If we had had a good herring season we would have been all right but now I am selling my boat, *Alida*, nets and all, and her crew of four will be on the dole," he said.

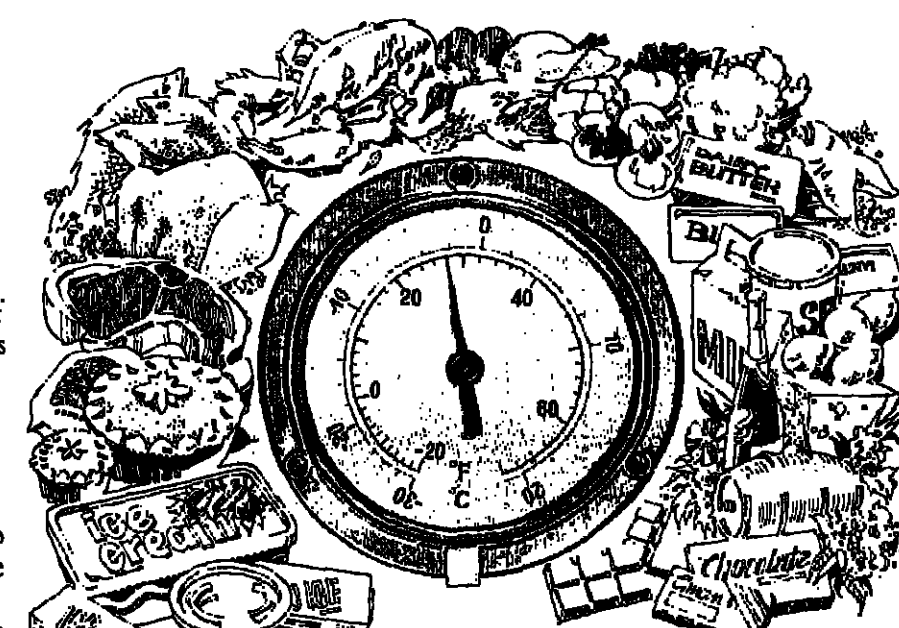
Frank Moore, secretary of the Great Yarmouth Inshore Fishermen's Federation, said: "What to catch would have no effect whatsoever on the main North Sea stocks. The herring we net are a different species," he says.

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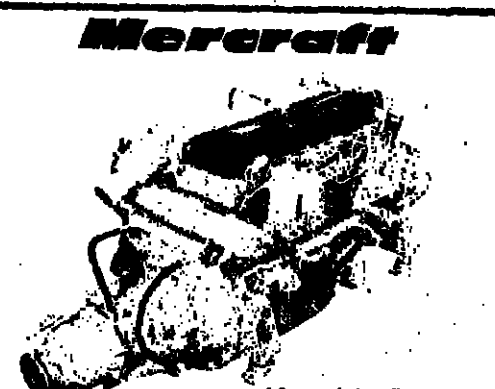
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French coley sells fast

FLEETWOOD merchants had almost 3,000 extra kits to bid for this week thanks to two French trawlers.

On Monday the Concarneau-based stern trawler *St. Enogat* landed 1,423 kits, including more than 150 of cod and 900 of coley. The vessel has landed at the port before, but on the following day a ship new to Fleetwood sailed in.

She is *Pors Piron* from Douarnenez. This vessel, manned by only an 11-man crew, landed 1,514 kits including 10 of hake, 200 of cod, 35 of haddock, 35 of whiting, 1,200 of coley, 20 dogs and 70 of monkfish for a grossing of £38,000. This was an outstanding achievement for a vessel of her size.

A talking point at the port was the quality of the catches. These are two of the biggest coley catches landed at the port in several years, but they sold so well because of the quality. Both vessels were agents by Boston.

Scots herring man dies

SCOTTISH fisherman James Hughes died at his home in Rothesay last Friday.

Mr. Hughes, aged 83, was a fisherman all his working life on both the east and west coasts of Scotland.

He fished all the Scottish herring fisheries, owning and skippering boats from the 1920's including *Economy* and later *Emulate*.

Mr. Hughes also served on Rothesay Harbour Trust for 18 years. He was presented to King George V early in the First World War as the youngest rothesayman.

Mr. Hughes leaves a wife, five sons and three daughters.

COMMENT

THE ANOMALIES in the Value Added Tax system are widely known. But things have come to a pretty pass when essential safety equipment for boats is placed in the luxury bracket — therefore attracting higher rate of tax.

While a lot of fishing gear is VAT rated at 8 per cent, navigation lights — which are important to life — are burdened with a 12½ per cent rating.

Already one attempt to redress this situation has been made by the Ship and Boatbuilders National Federation. This has failed.

The problem of correct lighting at sea is a growing one. As fishing opportunities diminish, ships are being herded together in small areas of sea.

Already this is being seen in the south-west, where 200 ft. trawlers are working alongside 30 ft. liners, and there have been complaints about some boats not using lights.

Perhaps now is the time for fishing organisations to lend their muscle to the fight to get the luxury tag removed from safety equipment. Even Treasury officials can be forced into admitting they have made a mistake with enough pressure.

fishing news

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FRANCE BLIND ON CFP

FRANCE has surprised the Foreign Secretary by her failure to see that the British demand for coastal preference for EEC member states coincides with the French national interest — especially with Spain likely to become an EEC member.

Dr. David Owen told a House of Lords committee on the European Communities this last week when the committee took evidence on the effect of the possible admission of Greece, Portugal and Spain.

He said that he had been led to believe that Spain had a large and not very efficient fishing fleet. The present "cake" which is not big, would have to be divided into even smaller pieces if the Spanish fishing industry was not to suffer a heavy burden.

"The one thing which surprised me in discussion of fisheries policy is the way the French, normally very agile at seeing their own national interest, have not supported us in our demand for coastal belts or preference."

It seems to me that any maritime state has an interest in having a fishing policy which reserves them the coastline. That is the absurdity of the current Community fisheries policy. It has always surprised me that, with Spain possibly becoming a member, France has not seen the advantage to her of a coastal preference scheme.

On accession Spain would, in theory, be able to fish up to the French shore. "I am totally unrepentant on the British stand on fisheries policy."

It was fair, however, to say that the Community had come to recognise the problem and that there had been some movement.

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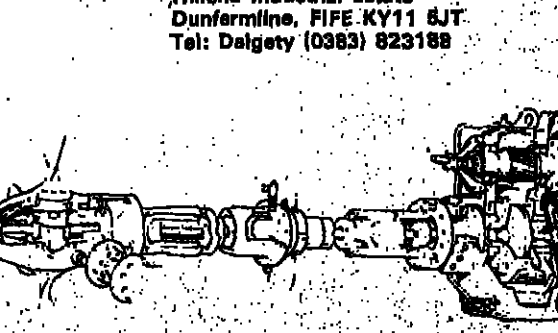
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WINCH REPAIR
THERE has been a temporary out in strength of the Fleetwood trawler fleet.

Boston Stirling's Norwegian winch has been giving trouble which has resulted in her sailing to Norway for repairs.

She sailed for Norway last week under Skipper Bill Bridge and a scratch crew of six. They flew home and the vessel should sail in about a week.

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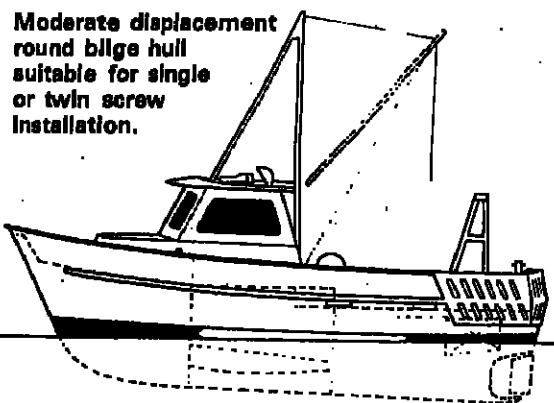
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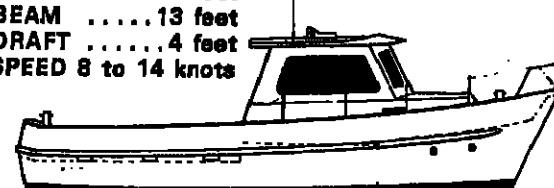
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MORE FREEZERS TO HEAD FOR MILFORD

Now Fyldea sails south

FLEETWOOD is stepping up its involvement in the south-west mackerel fishing with the switch of the stern trawler Fyldea from pair trawling to single-boat pelagic fishing.

Fyldea has sailed south after a refit at Fleetwood. Previously she had been paired with her sister-ship, Jacinta, but bad weather hampered the pair.

Fyldea joins five other Fleetwood vessels on the mackerel grounds. They are the stern trawlers Boston Beverley, Boston Blenheim and Iruana, and the small side trawlers Lorenzo and Benvolio.

The vessels are all transshipping their catches into vessels operated by Eastern Bloc countries.

HULL FREEZER trawlers working the south-west mackerel grounds will continue to land at Milford Haven until April, according to the manager of the Milford Docks Co., Roy Evans.

Since October, 41 landings by Hull freezers have brought in 20,000 tons of mackerel for loading into refrigerated vessels bound for Nigeria.

Mr. Evans, referring to the Hull freezers, said: "There is no doubt that they will be back in the autumn in greater numbers. We expect a 25 per cent increase in the number of Hull freezers using Milford Docks next mackerel season."

"Referring to the work carried out on transshipping the catches in the past few months, Mr. Evans said: "It's been hectic but we are pleased with the way things have gone. We have learned a lot about this particular trade and are confident that Milford will have even greater numbers of freezer trawlers here for next winter."

More than 100 extra men have been taken on. Meanwhile, discussions have taken place between the

Health benefit cash uprated

FISHERMEN can now claim health benefits up to £3,000 a year from March 1. This is an increase of £1,000 on the highly successful Fishermen's Health Scheme launched in 1973.

Over £82,000 has been paid out in claims since the scheme was started.

Cost of the revised scheme is £62 a year and £42 for £2,000 maximum. This includes membership of the World Fishing Owners' Benefit Group.

Details and application forms from: The Working Fishermen's Benefit Group, 1 School Wynd, Pittenwey, Scotland. Telephone: 03341 501471.

Blizzard blows Minch fishing off course

ALTHOUGH the west coast of Sutherland escaped the full strength of the Arctic-like blast that caused death and havoc in other parts of the Highlands, the North Minch fishing fleet was not so lucky.

Lochinver market was open three days, but more northerly Kinlochbervie was closed for the whole of the snow week.

A combination of hazards revealed the North Minch ports' dependence on the telephone and other communications with the south, and particularly showed the vulnerability of Kinlochbervie's tenuous road link.

The last fish lorry (unrefrigerated) out of Kinlochbervie before the storm started late Friday night (27 Jan.) had a small load of about 200 boxes for the Monday market at Hull.

At Carrbridge the lorry became snowbound with no way south. It was the following Thursday that a way out was found, leading to Aberdeen market. Twenty boxes were dumped, and the remainder bought at a low price which caused a Kinlochbervie merchant to remark: "We lost a bomb."

Fifteen miles inland from Kinlochbervie, men and machines from the west coast and from inland were battling simultaneously to clear drifts higher than the cab of a lorry.

The fish run out of Kinlochbervie is a single track to Lairg, leading to Bonar Bridge, where the bridge over the Kyle of Sutherland is the only east coast road link that Caithness and Sutherland have with the rest of the country.

All electricity in N.W. Sutherland went off on the Saturday and phones went off shortly afterwards, although an "emergency only" service was in operation using car batteries in the exchange.

The 18 boats operating from Kinlochbervie are Banfishie owned and when the crews motored home



Dutch Bank — one of three Kinlochbervie boats which had the whole of the North Minch grounds to themselves.

Thursday for the weekend they were stuck for over a week with the snow-bound width of Scotland between them and their livelihood tied up at Berrie pier.

On the Monday three Sutherland-owned boats, Loch Inchard, Sheigra, and Dutch Bank, whose crews could walk to work, sailed out of Kinlochbervie and had the north part of the North Minch to themselves, to land over 300 boxes at a powerless pier.

As the week went on it became evident that fish in Kinlochbervie market was strictly for the seagulls, so they re-loaded and sailed to Lochinver for the Thursday market.

Electric power had been restored to Lochinver on the Tuesday at 3 pm and the market opened Wednesday, Thursday and Friday.

Here, too, many crews were stuck at home, but some tricked back and a peak of 27 boats operated, with a score still tied up.

The usual fish route out of Lochinver is the double road via Ullapool, but strangely enough, the first route chosen by Lochinver lorries was the narrower one to Inverlathie and on to Bonar Bridge.

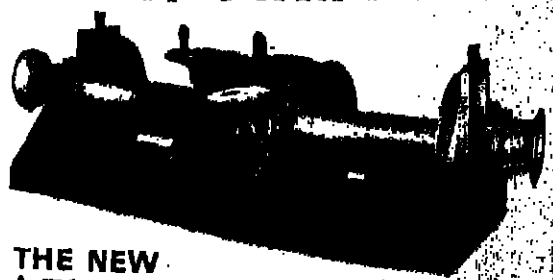
because of flooding as well as snow. But later Lochinver lorries which took the east coast route ran right to Hull and Grimsby.

On Thursday night a Kinlochbervie Lairg lorry opened but with no electricity came back on and ice plant engineer reported that, with cold weather and closed doors, the ice was not working.

In Banff and Moray, skippers were buying gear for the Sunday night west. Pier workers checked boxes, hushbournment checked ropes and fish buyers checked telephones like new toys.

Everybody was getting ready for a return to the business on Monday with the North Minch again closed with Hull, Grimsby and other places that the trade had taken for good were only a phone call away.

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Danish boat's Grimsby record £5,000 a day gill-netting

SKIPPER - OWNER Peder Kjaergaard of the Danish gill-netter Torino (E 202) set a new all-comers port earnings record at Grimsby last week with a grossing of £20,119 from 644 kits of big North Seas cod. She had been out on a four-day trip.

The four-year-old Torino, on her fifth trip this year, averaged £38.98 per kit for her fish which was sold through the Danbrit (Fish Salesmen) Ltd. agency.

Later, Skipper Kjaergaard told Fishing News that the bumper grossing had pushed his earnings so far this year to £130,000 "but after tax only £50,000 goes into the bank."

Skipper Kjaergaard, who part-owns other Danish vessels, was one of the first Danes to pioneer gill-netting after transferring from seining some nine years ago.

He said Torino normally shot 60 nets a day around wrecks and, so far, the 20-metre vessel had landed over 1,500 kits of cod this year. His record-breaking trip had been made gill-netting fish near the Texel light ship.

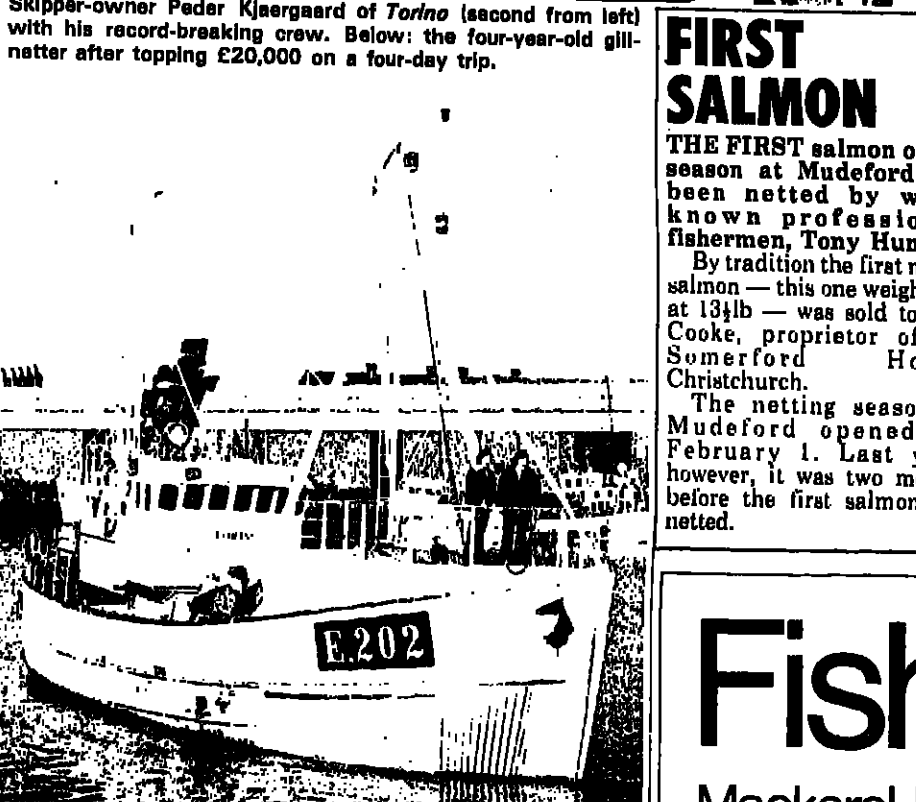
"There are plenty of wrecks in the North Sea from the last war where we can fish. The trouble is nowadays there are too many working gill-nets," joked Skipper Kjaergaard. Torino carries a five-man crew.

Also re-writing the record books on the Wednesday was the Grimsby inshore trawler Victory (Skipper George Reader) which smashed the Grimsby inshore trawler earnings high for the second successive trip.

This time Victory pushed the new standard to £6,664 after landing 217 kits.



Skipper-owner Peder Kjaergaard of Torino (second from left) with his record-breaking crew. Below: the four-year-old gill-netter after topping £20,000 on a four-day trip.



Police wrong to order 'haul in'

A CASE of considerable interest to fishermen operating in naval dockyards has recently been decided in Dumbarton Sheriff Court following a dispute with Ministry of Defence police.

John Allan McKichan (89), whose family have for several generations fished the Gareloch and Loch Long which are now incorporated in the Clyde Dockyard Port, was charged that as master of the Jeannie Stella (RO 50) he failed to comply with a direction given to him by the MoD police on behalf of the Queen's Harbourmaster to lift his fishing gear from under the surface of the water.

Skipper McKichan admitted that he refused to lift his gear because he thought it was no concern of MoD policemen.

Mr Stewart, a former president of the Scottish Fishermen's Federation who defended the accused, argued that the Queen's Harbourmaster must himself issue any direction which must be clear and unambiguous, and probably in writing. What a police officer might conjecture to be the fish of the Queen's Harbour-

finding Skipper McKichan not guilty, held that the Queen's Harbourmaster could issue directions only by himself, or his duly appointed assistant or deputy, and that there was no evidence before the court on which it could be held that the direction was so issued.

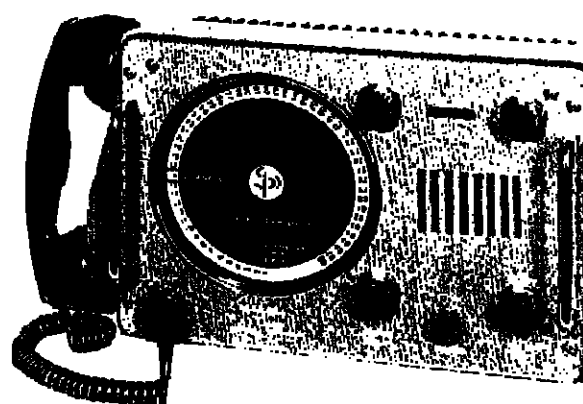
He consequently did not find it necessary to decide whether the power in the Order in Council to issue directions to persons fishing in the Dockyard Port was itself lawful.

THE ABERDEEN firm of Commercial Stores has been appointed agent for the White Fish Authority's range of Kingfisher fishing charts.

Skippers wanting to buy the charts previously had to order them through the WFA office and wait for them to be sent from Hull. Commercial Stores will carry a stock of charts on the premises at 164 Market Street.

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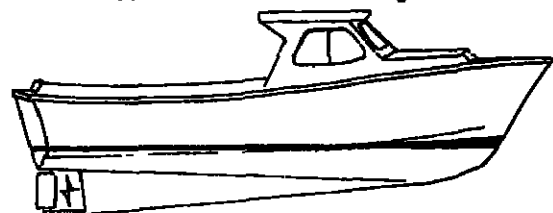
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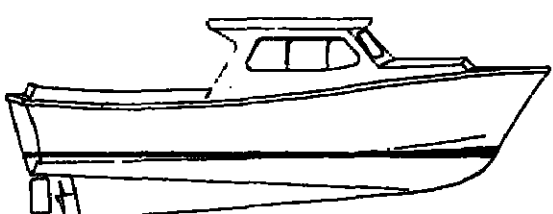
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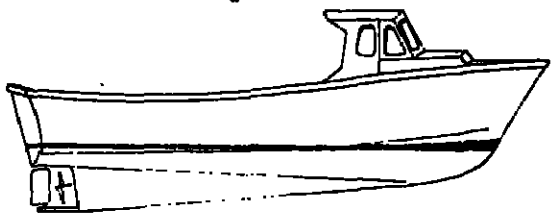
Fast Fisherman/Charter Angler



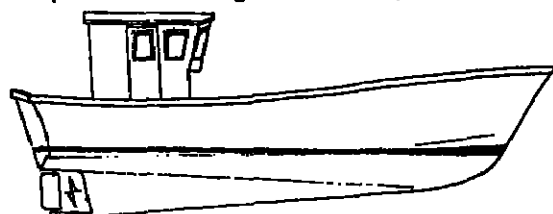
Fast Fisherman Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



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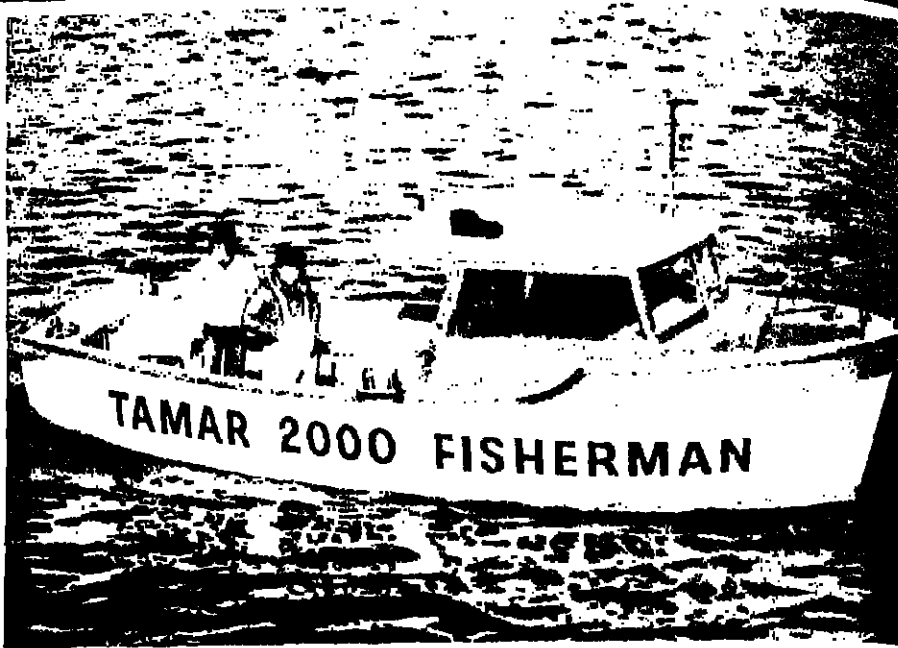
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I would also like to suggest a closed season for the months of May and June.

ALLAN MacLEA,
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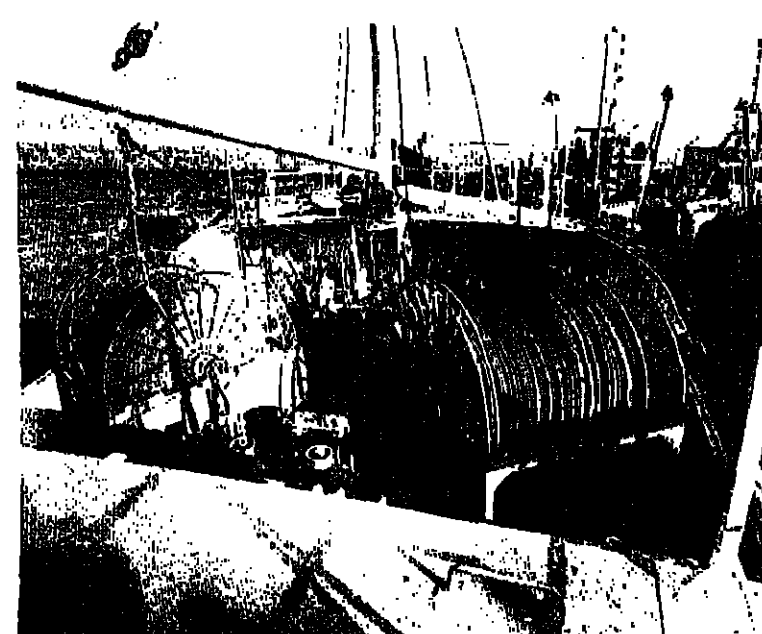
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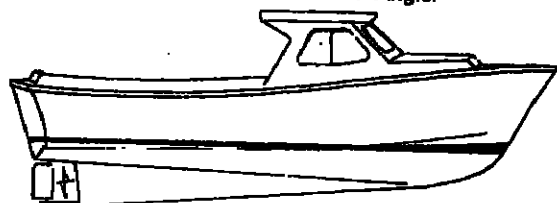
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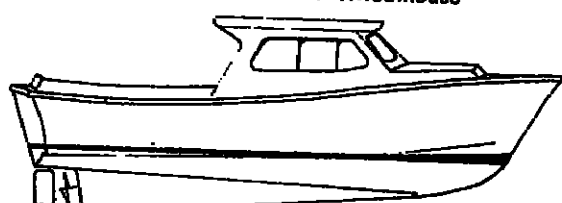
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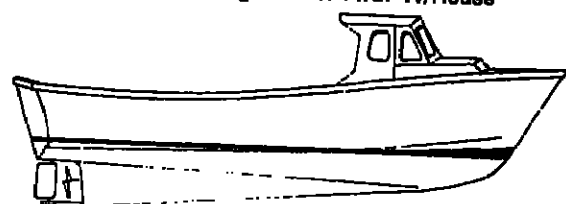
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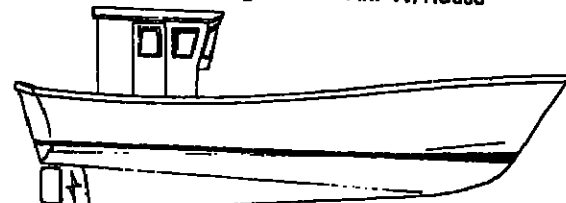
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Designer: Robert Tucker, A.R.I.N.A.

(Please state which version interests you and whether you require details of part fitting out or a completed vessel).

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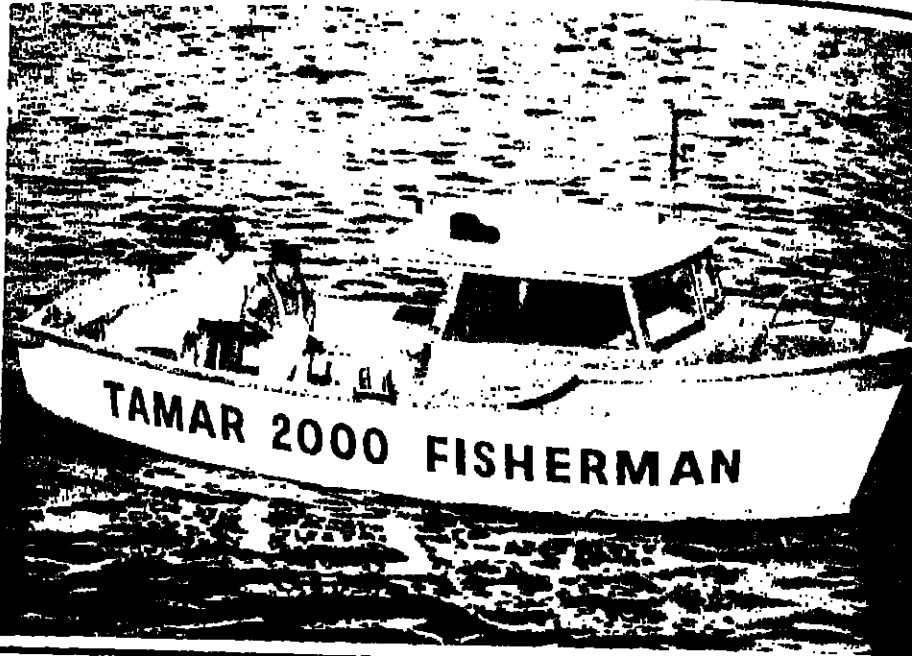


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There is to be a further hearing in the Dublin High Court on February 20 to explore the consequences.

The IFO called for immediate introduction of minimum £25,000 fines for poaching.

One move open to the State is to decide to prosecute cases at a higher court but such as the Circuit Court.

A Government source told *Fishing News*: "Sitting in those courts are not held frequently as the District Courts and there would be special sittings for a vessel caught poaching."

"So, while a case might speed through the system in a special court now, it could be a very long wait for a trawler waiting to turn in a very long Circuit list."

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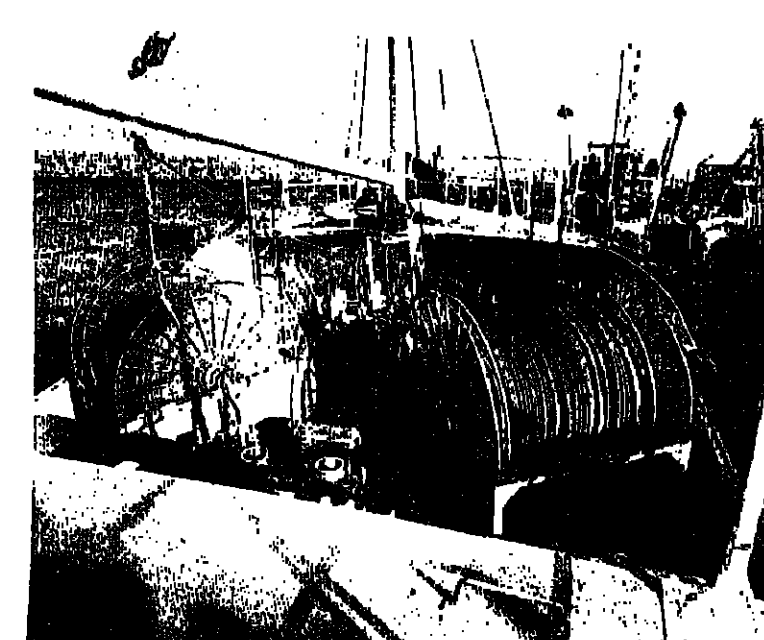


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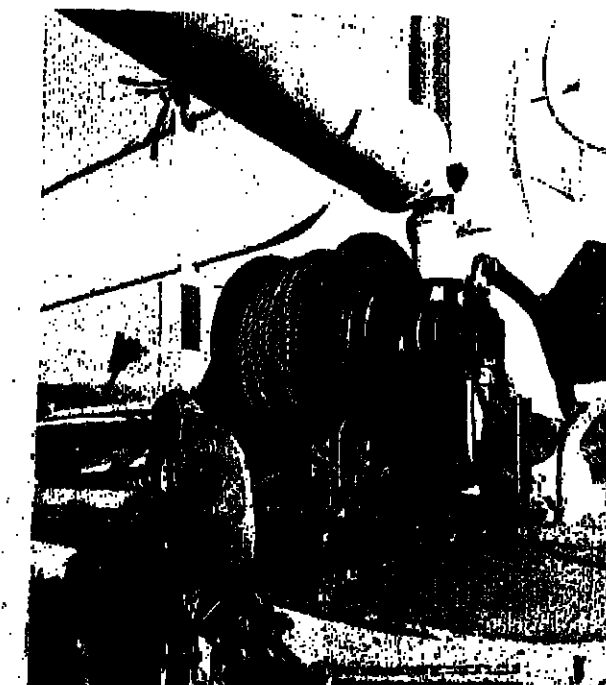
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Peterhead's new Challenger II

Below: *Challenger II*, the latest vessel to join Peterhead's seiner fleet, has now started fishing under Skipper Andrew Strachan. This steel-hulled vessel is the third 85-footer built by Campbelltown Shipyard.

VERSATILE 85-FOOTER

PETERHEAD'S newest seiner-trawler, the 85ft. *Challenger II*, has started seine netting from her home port. She is able to work pelagic and demersal trawls with or without a partner vessel.

She may also go pair trawling for white fish with another Peterhead boat later in the year.

Challenger II is the third 85ft. vessel built by Campbelltown Shipyard and is owned by Skipper Andrew Strachan and his partner, Walter Innes.

Skipper Strachan told *Fishing News* that the steel vessel handled very well during the very stormy weather she encountered during her first fishing trips.

With an overall length of 20m, length between perpendiculars of 23.35m, and registered length of 24.5m, she has a moulded beam of 7.2m, and moulded depth amidships of 3.7m.

She is of all-welded steel construction and has round bilges, cruiser stern and raked soft nose stem. Her layout is Scottish seiner-trawler type with the deckhouse aft.

Below deck she is subdivided from forward into forepeak, fishroom, engine room and cabin.

Propulsion is by a Mirreos Blackstone 181.6MCR diesel engine which develops 600hp at 750rpm to turn a Newage

Challenger II's wheelhouse is fitted with Wesmar SS230 sonar (left), Furuno FUG11 echo sounder (centre) and Elco LAZ72 echo sounder with LAZ82 Fishlupa below.

fixed-pitch propeller. Equipped with one main an NM 2.6:1 reduction gear, the net drum is fitted aft of the engine.

A hydraulic pump mounted on deck, just forward of the net drum, drives the whaleback gearbox from the main engine.

Other equipment includes a Hugh J. S. generator, a 1.5kW Becles rope coiler is carried for standby use.

Primary power for the deck is provided by the auxiliary engine.

A Dovy variable delivery pump drives the Sutherland winch and the net drum, and a double pump unit is used for the rope reels, power block, discharge winch and anchor windlass.

A similar set of pumps make up the powerpack at the fore end of the main engine and can drive the deck machinery at full power if required.

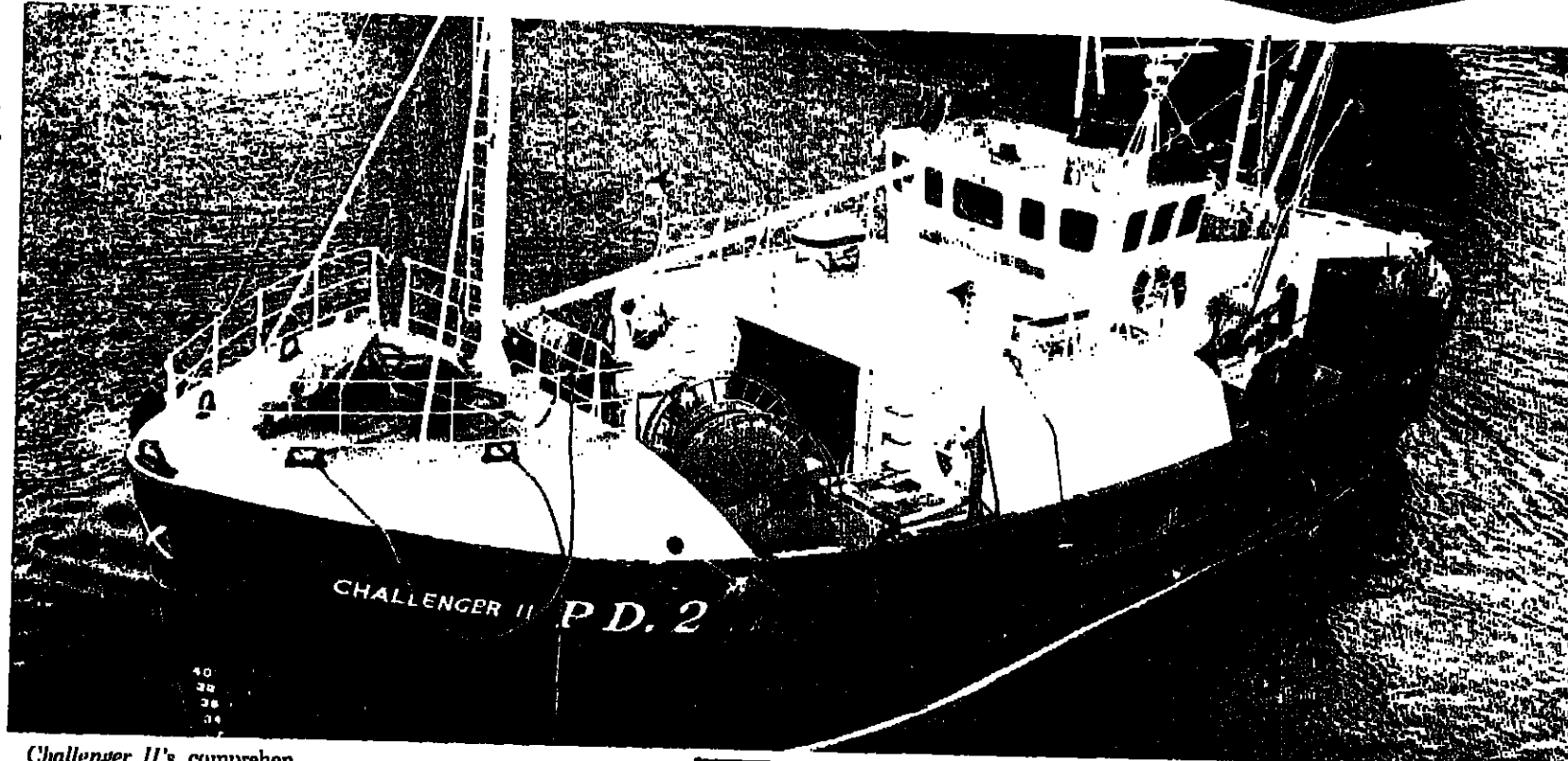
The after towing blocks for trawling are hung from steel arms on the after corners of the deckhouse.

Her gutting shelter and landing derrick are of aluminium, and Chalmitt rubber-cased floodlights are mounted on the superstructure.

Two fish washers from Simpson of Thurso are fitted below the gutting shelter.

The fishroom is insulated on sides, bulkheads and deck with foam and lined with aluminium sheet.

Including not drum power block, discharge winch and anchor windlass, the fishroom which is served by a single hatch.



Challenger II's comprehensive range of electronic equipment fitted in the wheelhouse includes: Elco LAZ72 echo sounder; Elco LAZ62 Fishlupa with DSG2 bottom lock and steady picture facility; 'Sailor' T122 R105 radio telephone; 'Sailor' R1 144 vhf radio telephone; Mormaid 23 watchkeeping receiver and Woodsons intercom system (all supplied by Woodsons of Aberdeen).

Rodifon has supplied several Japanese Furuno units including FRS 48 radar; FUG11 echo sounder and FNR 200 Net Recorder.

Equipment from Deca includes 350 T Track Plotter, Mk.12 Navigator and 450 Automatic Pilot.

Also fitted are two Wesmar sonars — the model SS220 high frequency set and the new SS230 low frequency unit.

Introduced in 1977, the SS230 scans variable ranges up to 4,500 ft. all round the boat and at any angle in the water. Three modes of target display help locate and track fish shoals or define bottom contours.

Challenger II also has the Wesmar R50 Chart Recorder supplied as standard with the SS230. This gives additional information about target density and improves location at distances.

Other wheelhouse fittings are: a Bostrom Viking 300K helmsman's chair, a Wynstruments blade-type window wiper, Morse winch controls and Tanford 118TC steering gear.

The Tecaid Electronics alarm panel for the engine room fire detection system is also located in the wheelhouse.

Accommodation in the deck house includes messdeck, galley, toilet, and



Skipper Andrew Strachan, co-owner of *Challenger II*.

shower facilities, oilskin locker and skipper's cabin. A KempSAFE electric cooker and an Electrolux fridge are installed in the galley, while the crew's cabin is located below deck, aft.

Morep rubber ring matting is fitted in the accommodation and wheelhouse.

Some 2,000 litres of fresh water are carried in a tank beneath the net store in the forepeak. Fire extinguishers are from L. and G. Fire Appliances.

Like all vessels from the now highly successful Campbelltown Shipyard, all the external and internal steelwork is treated with Metalife paint and corrosion control compositions.

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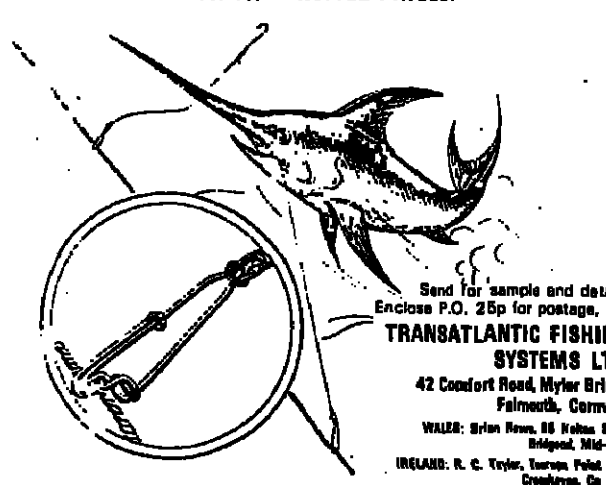


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Building otter boards

"PLEASE TELL me what size and weight of otter boards it would be best to use with a nine metre headline polythene trawl and, if possible, tell me how to make them."

■ Boards 914mm long, 508mm high, weighing about 23kg each might suit you. You first design the boards in order to calculate the quantities of material needed. When designing conventional boards you use halves and quarters. Draw a board 914mm long to scale on a piece of paper, with a depth equal to half the length, i.e. 457mm.

Now draw vertical and horizontal lines on the board at intervals which quarter its length and height. These show you precisely where to fit towing brackets on one side of the board and rings on the other.

On paper, the top arm of the forward bracket should be attached to the board one quarter of the length (229mm) from the leading edge and one quarter of the height (114mm) from the top. The bottom arm should be attached 229mm from the leading edge and one quarter of the height (114mm) from the bottom.

Top arm of the after bracket should be attached halfway along the board lengthwise (457mm from leading and trailing edges) and 114mm from the top. The bottom arm should also be attached halfway and 114mm from the bottom.

Brackets of conventional design and size will then come together on paper so that the towing position will be halfway between top and bottom edges and one third of the length of the board from the leading edge.

The line drawn 229mm from the trailing edge of the board on the reverse side indicates where rings for attaching legs from the trawl's wings should be fitted.

Both should be on this line, the lower one 114mm from the bottom and the top one 114mm from the top of the board.

Having so designed your boards on paper, you add five per cent (50mm) to the height of the top half of each of them in practice.

This ensures that the towing point on the brackets is below the horizontal halfway line and that the boards will cant outwards.

It also lowers the rings on the reverse side of the board relatively so that the pull of the legs is slightly greater on the lower half of each board than on the upper.

Having designed the boards, you now need materials. These include sufficient larch, pine, oak or wych elm planking about 25mm thick to make two 914mm x 508mm boards. You also need a pair of brackets for each board and 25mm x 6mm lengths of strip iron for blinding leading, bottom and trailing edges. About ten dozen 38mm x 10mm bolts and some lengths of heavy iron for making shoes for each board.

Inspection of conventional boards used in your locality, and looking at illustrations in periodicals and catalogues will help you decide how best to assemble them. Having done so, you can start construction.

John Burgess' Log



Points worth remembering are that wooden otter boards used by small trawlers are never bound with iron along the top edge. This ensures, as far as possible, that they will remain upright. They are also often fitted with shackles near top and bottom of the trailing edge, so that a trawl's wings can be attached to them directly rather than by legs.

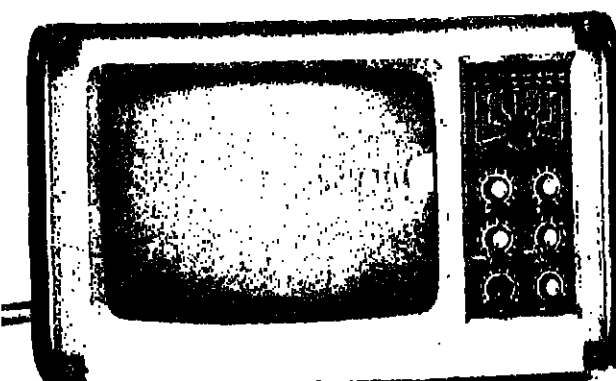
If you don't intend using legs yourself, or want to dispense with them at any time, you should bore holes through the iron binding of the trailing edge. These should be about 35mm from top and bottom to take such shackles.

New from Simrad ...

SIMRAD A.S., with headquarters at Strand-Promenaden 45, Horten, Norway, has recently launched several new products of great interest to fishermen.

Among them is a range of ceramic transducers which will gradually replace the company's existing nickel transducers.

They will have the same radiation areas and beam angles as the nickel models but the higher efficiency of the ceramic elements will result in higher power output.



Above: Target is retained on screen between each 'ping' on Simrad's CQ Sonar Scope. Below: Simrad's new ceramic transducers.

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50 years ago

FEBRUARY 18, 1928

HORSE and cart used for shrimping at Southport disappears in quicksand despite the efforts of 18 fishermen to pull it out.

TOW LINE breaks twice when English trawler tows French vessel to safety after her compass failed and fuel ran short.

Recalling some of the stories which appeared in our columns this week 50 years ago.

EIGHT fishermen may have died when Fleetwood steamer Briarlyn ran ashore in darkness on Kilda, in Western Hebrides. Vessel is a total wreck.

COCHRANE & SONS of Selby launches a steel trawler designed for deepsea fishing. Vessel is first to be constructed for company in Ceylon (now Sri Lanka).

EYEMOUTH branch of Scottish Fishermen's Association meets to propose amendment of insurance act to include inshore fishermen. No decision reached.

February 17, 1978

February 17, 1978

FISHING NEWS

John Thomson goes steel

THIS 80ft. steel seiner-trawler being built by Hard and Mackenzie of Buckle is scheduled for launching next Friday.

She is for Skipper John W. C. Thomson of Lossiemouth.

Skipper Thomson has worked closely with the builders on the design of the vessel which has a cruiser stern and will be powered by a Caterpillar engine.

New reels

Her gear handling machinery includes a new type of Fishing Hydraulics seine rope reels specially designed to suit fishing conditions off the Scottish west coast.

The boat should be ready for sea in about one month's time.

Skipper Thomson's present boat, the 77ft. *Horizon*, was built by Hard and Mackenzie about ten years ago.



SCOTTISH YARDS BUSY



Noble seiner for Whitby

JAMES NOBLE (Fraserburgh) Ltd. has laid the keel of a wooden-hulled seiner-trawler for Whitby.

Designed by the Napier Co. (Aberdeen), in conjunction with the builders, the transom sterned vessel will be of traditional seiner-trawler layout with the deckhouse aft. She will be 68ft. long, with a beam of 18ft. 8in.

Nozzle

She is being built to the order of Skipper T. Bannison in association with the Whitby Fish Selling Co. Ltd. Propulsion will be provided by a Kelvin 375hp. engine driving the propeller in a Kort nozzle.

Gear handling machinery will include Northern Tool and Gear seine and trawl winch, Loele Hydraulic Co. power block and seine rope reels.

Wheelhouse equipment is to include Simrad echo sounder, 'Sailor' radio, Decca automatic pilot and Tanford hydraulic steering gear.

Noble has a long association with the Yorkshire fishermen and has built quite a number of sturdy, wooden-hulled trawlers for Scarborough and Bridlington.

One of the best known of these craft is the trawler *Venus* for Skipper Jacob Cole of Whitby.



CONQUEST NOW DUE ON TRIALS

THE 79ft. cruiser sterned and seiner-trawler *Conquest* will run trials from Buckle within the next few weeks.

Designed by G. L. Watson and built by George Thomson and Son for Skipper Dennis Reid of Buckle, she is powered by a Caterpillar 556hp engine.

Her deck machinery includes Sutherland winch, Loele Hydraulic rope reels and power block.

A fishroom chilling plant designed by G. L. Watson and built by George Thomson and Son for local skipper, Robert Paterson, is also fitted and fish finding aids include Westgarth sonar and Kelvin Hughes' echo sounder.

UNDER construction at Jones Buckle Shipyard is a wooden 74ft. transom sterned seiner-trawler being built for local skipper, Robert Paterson.

Designed by G. L. Watson and Co., she will be similar in lines and equipment to *Rhodod* built by Jones last year for well-respected skipper, Eric Smith of Buckle. She will be fitted with a Currie and Thompson fishroom chilling plant and other equipment will include Kelvin 500hp engine, Sutherland winch and Loele Hydraulic seine rope reels and power block.

Continued from Page 13

10



Mackenzie's Budge from 27.2.74 - 3.2.74
 demoted by 10th March 1978.
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